

(c) If provision is made for a second pilot, the airplane must be controllable with equal safety from either pilot seat.

(d) The pilot compartment must be constructed so that, when flying in rain or snow, it will not leak in a manner that will distract the crew or harm the structure.

(e) Vibration and noise characteristics of cockpit equipment may not interfere with safe operation of the airplane.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-4, 30 FR 6113, Apr. 30, 1965]

#### § 25.772 Pilot compartment doors.

For an airplane that has a maximum passenger seating configuration of more than 20 seats and that has a lockable door installed between the pilot compartment and the passenger compartment:

(a) The emergency exit configuration must be designed so that neither crewmembers nor passengers need use that door in order to reach the emergency exits provided for them; and

(b) Means must be provided to enable flight crewmembers to directly enter the passenger compartment from the pilot compartment if the cockpit door becomes jammed.

[Doc. No. 24344, 55 FR 29777, July 20, 1990]

#### § 25.773 Pilot compartment view.

(a) *Nonprecipitation conditions.* For nonprecipitation conditions, the following apply:

(1) Each pilot compartment must be arranged to give the pilots a sufficiently extensive, clear, and undistorted view, to enable them to safely perform any maneuvers within the operating limitations of the airplane, including taxiing takeoff, approach, and landing.

(2) Each pilot compartment must be free of glare and reflection that could interfere with the normal duties of the minimum flight crew (established under § 25.1523). This must be shown in day and night flight tests under nonprecipitation conditions.

(b) *Precipitation conditions.* For precipitation conditions, the following apply:

(1) The airplane must have a means to maintain a clear portion of the windshield, during precipitation conditions, sufficient for both pilots to have a sufficiently extensive view along the flight path in normal flight attitudes of the airplane. This means must be designed to function, without continuous attention on the part of the crew, in—

(i) Heavy rain at speeds up to  $1.6 V_{S1}$  with lift and drag devices retracted; and

(ii) The icing conditions specified in § 25.1419 if certification with ice protection provisions is requested.

(2) The first pilot must have—

(i) A window that is openable under the conditions prescribed in paragraph (b)(1) of this section when the cabin is not pressurized, provides the view specified in that paragraph, and gives sufficient protection from the elements against impairment of the pilot's vision; or

(ii) An alternate means to maintain a clear view under the conditions specified in paragraph (b)(1) of this section, considering the probable damage due to a severe hail encounter.

(c) *Internal windshield and window fogging.* The airplane must have a means to prevent fogging of the internal portions of the windshield and window panels over an area which would provide the visibility specified in paragraph (a) of this section under all internal and external ambient conditions, including precipitation conditions, in which the airplane is intended to be operated.

(d) Fixed markers or other guides must be installed at each pilot station to enable the pilots to position themselves in their seats for an optimum combination of outside visibility and instrument scan. If lighted markers or guides are used they must comply with the requirements specified in § 25.1381.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-23, 35 FR 5676, Apr. 8, 1970; Amdt. 25-46, 43 FR 50595, Oct. 30, 1978; Amdt. 25-72, 55 FR 29778, July 20, 1990]

#### § 25.775 Windshields and windows.

(a) Internal panes must be made of nonsplintering material.

(b) Windshield panes directly in front of the pilots in the normal conduct of